

BORREGAS AVENUE BICYCLE/PEDESTRIAN BRIDGES

Summary of Community Input Meeting September 28, 2005

A Community Input meeting was hosted by the City of Sunnyvale on September 28, 2005 from 7:00 p.m. to 9:00 p.m. The meeting was held at Sunnyvale Community Center, Neighborhood Room, 550 E. Remington Drive, Sunnyvale.

Notices of the meeting were posted in the newspaper and on the City of Sunnyvale home page. Notices were also mailed to residents adjacent to the project and emailed to neighborhood associations, bicycle organizations and other community groups. Approximately thirty members of the community attended the community meeting.

Agenda Items Covered

The community meeting was conducted in accordance with the agenda attached to this meeting summary as Appendix 1. Eileen Goodwin, Apex Strategies acted as the moderator of the meeting.

Ms. Goodwin reviewed the meeting format, noting that the intent was to gather input from the community and not to reach any final decisions regarding the proposed pedestrian/bicycle bridges. Ms. Goodwin stressed it was early in the process and that many questions do not have answers at this point. Ms. Goodwin then introduced Amin Surani, Senior Transportation Planner with the Valley Transportation Authority (VTA), who provided a short overview of the project and discussed its project funding. Next, Jack Witthaus, City of Sunnyvale, gave an overview of the project design elements. John Hesler of David Powers & Associates, gave a presentation about the environmental review process, discussing what environmental studies will be done and how environmental concerns will be addressed. Finally, Thom Mayer, the City of Sunnyvale Bike Committee member, gave a brief overview of the community benefits of the bridge projects and how they fit into the full City bike and pedestrian network.

After completion of the presentations, Ms. Goodwin moderated community input concerning the project. The comments and questions of community members are set out below.

The next Community Meeting concerning the Borregas Avenue Bicycle/Pedestrian Bridges project is scheduled for Wednesday November 9, at 7:00 p.m. at Sunnyvale Community Center.

BORREGAS AVENUE BICYCLE/PEDESTRIAN BRIDGES

Public Comments

Comment/Question

Response/Answer

The meeting notification techniques (mass email, newsgroup postings, employer email, postcard, word of mouth, newspaper, city website) were good. But perhaps the postcard notification should go to more people.

Comment noted.

This meeting was in conflict with a local back-to-school night. Need to coordinate with the schools for future meetings.

Comment noted.

How many houses would the bridge be in front of along Alturas?

Approximately eight houses.

Why can't the bridge go the other way i.e. towards Mathilda?

The bridge would be too close to Matilda Avenue at that location to allow such a configuration.

Will a reduction of car trips be considered as an environmental benefit in the environmental document?

If there are usage numbers of the proposed bridges, then impacts can be analyzed yes.

When will the draft environmental document be prepared?

At the end of 2005 or early 2006.

A speaker who is a proponent of trails and has a website (Sunnyvale_trails@yahoo.com) noted that the environmental document should address the East Canal bridge as an alternative. Why isn't the bridge there today servicing flows? For safety reasons, bikes and cars should be separated. Glad to hear about the East Canal plans.

Sunnyvale is planning a trail on East Canal.

The Highway 237 underpass is too low. Floods are a problem. It is not convenient. That other trail isn't ADA compliant. This isn't a substitute.

Comment noted.

BORREGAS AVENUE BICYCLE/PEDESTRIAN BRIDGES

Comment/Question

Response/Answer

There are proposed renovations along Ahwanee to add medium density housing and retail uses. Has this been taken into account?

Future land use will be considered in the environmental document and the Borregas Bicycle/Pedestrian Bridge information will be circulated to other Departments in the City of Sunnyvale to make sure the latest information is utilized.

If Nineteen (19) parking spaces are lost this would be a very bad thing. Never allowed to park in front of our houses now. This will be a big impact on our street (Ahwanhee/Alturas). Need some help for those homeowners.

Comment noted.

How many more parking spaces will mini mall need? There is high demand for parking now. Surprised that the bike bridge project did not impact the street. There is a gas station toxic waste problem at Borregas and Ahwanhee. How did this design get picked? There was never any neighborhood input. Why were other designs not considered?

Alternative designs were looked at. The City will explain what those were and the factors that lead to their being discarded will be explained in the environmental document and at the next meeting. The public input is just starting this is the first of several meetings regarding this project.

A representative of the Moffett Park Business and Transportation Association, representing 15,000 employees, applauded the project, noting that the lack of a safe route was the number one concern of her employees. The representative also noted that commercial concerns needed to be addressed also.

Comment noted

How wide will the bridge be?

Ten (10) feet.

This is an important pedestrian bridge. It should be given consideration.

Comment noted.

BORREGAS AVENUE BICYCLE/PEDESTRIAN BRIDGES

Comment/Question

Response/Answer

Why were the other designs thrown away?

ADA and bike requirement, not gas station. The middle of the street alternative showed flaws on connectivity and visual intrusion. Can't build the switch-backs any more.

Is there a reason for both bridges having the same design? It is a money issue, looks or what?

The overall design look was part of the type selection process; the amount of room that is available and the ADA requirements makes them similar. The City wanted them to be tight to the intersection.

The Ahwanee Avenue area will redevelop over the life of this project; the service station will develop, buildings will be taller, etc. The environmental document should cover that.

Comment noted.

A forty-eight year resident suggested Mary Avenue as a better crossing location. The speaker also believes that existing overpasses should be retrofitted rather than building new bridges. Another suggestion was that the bridge go close to Mathilda Avenue, so it would be in front of the garages not homes. The intersection is not safe today.

Comment noted.

A resident living on Alturas noted that morning sun make it difficult to see, especially concerned about bicyclists. The resident also suggested a traffic signal at "ladder crossing."

Comment noted.

A stop sign should be analyzed in the environmental document. Help to mitigate speeding.

The traffic consultant will look at it as part of environmental document.

BORREGAS AVENUE BICYCLE/PEDESTRIAN BRIDGES

Comment/Question

Response/Answer

This location was chosen because it is close to the Mathilda corridor. It is a nice way to get through Mary Avenue and Fair Oaks. It is too far for Mathilda residents.

Mary Avenue was studied years ago; the overcrossing is already very high and would only go in if autos were allowed. The City has in the General Plan a connection for Mary in the Transportation Impact Fee. It is very expensive but it is moving forward and will have bike lanes.

A resident and four-year bike commuter who lives in Orchard Gardens stated that there is no good route; not even for shopping. The resident would like that access. The existing bridge has access issues with the yield to Highway 101 traffic. Caltrain commuters should be considered.

Comment noted.

Another resident was sympathetic to the bike commuter with questions about routes and soundwall height.

Comment noted. Soundwall is sixteen feet (16) in this location.

The route chosen already has problems with car parking, particularly Friday nights and after 3:00 p.m. That is when any traffic/parking studies should be conducted. People park at the school, even overnight. They generate a lot of trash and there is graffiti tagging. Can another route be chosen? Also, stop signs won't work; need a streetlight. Finally, will gangs come in?

Typically, pedestrian overcrossings do not have gang issues; especially since there is no vehicle access.

What will the landscaping look like?

The City has an additional project. City staff working on that part will attend at the next community input meeting.

BORREGAS AVENUE BICYCLE/PEDESTRIAN BRIDGES

Comment/Question

Response/Answer

Where does the funding for this project come from?

There are several sources of funding. There are development traffic mitigation fees that have been paid and are being applied to this. The VTA is putting up some of the money; that comes from Federal sources, CMAQ, the San Francisco Bay Area air district and from voter enacted Measure B funds.

What will the plan be with regard to bike paths or lanes on Borregas Avenue?

The City will expand its network of bike paths and lanes.

A Palo Alto resident noted that Palo Alto has a lot of bike paths and trips. Sunnyvale needs connections and the speaker hopes the City of Sunnyvale will take comments seriously.

Comment noted.

A supporter of the project noted that she stopped biking due to lack of safety improvements.

Comment noted.

With \$3.00 gas this is a good thing.

Comment noted.

A three way stop is necessary.

Comment noted.

A bike rider from San José currently uses Fair Oaks but does not believe it is great for biking or a good route.

Comment noted.

A written comment strongly supports the project and believes it will be a tremendous asset to the City. The comment was written by a person who has been bicycle commuting in Sunnyvale for four years. All his questions and comments were answered by the City and other speakers. "We can't get this in soon enough."

Comment noted.

BORREGAS AVENUE BICYCLE/PEDESTRIAN BRIDGES

Appendix 1:

Community Input Meeting Agenda

Borregas Bicycle/Pedestrian Bridges

Wednesday, September 28, 2005 at 7 p.m.

Agenda

1. Review of Meeting Format, *Eileen Goodwin Moderator*
Purpose: *To understand the format of the evening (2-3 minutes)*
2. Historic Overview of Project, Funding and Project Benefits, *Amin Surani, VTA*
Purpose: *Describe purpose, historic context and review the projects' benefits to the region (10 minutes)*
3. Overview of Bicycle Footbridge Project Design Elements and Project Development, *Jack Witthaus City of Sunnyvale*
Purpose: *To explain the location of the bridge structures and their relationship to the surrounding neighborhood (15 minutes total)*
4. Overview of Environmental Review, *John Hesler David Powers and Associates*
Purpose: *Explain what technical studies will be done and how environmental issues and concerns are addressed (15 minutes)*
5. Community Benefits of the Project, *Thom Mayer Bike Commissioner*
Purpose: *To review the project's benefits to the Sunnyvale community (5 minutes)*
6. Public Input, *Eileen Goodwin Moderator*
Purpose: *To gather input from the community*

Borregas Avenue Bike/Ped Bridges
September 28, 2005 Public Meeting
Comments Received Via email and phone

Received Via/date	Comment
Phone 9/16	Support the bridges. Add to email list. Would like to participate in ADA related issues.
Email 9/15	Does not support the bridges. These bridges will only benefit a very small number of people. They are a gross waste of taxpayer money. The City doesn't care about what the residents want. They are just going to build the bridge anyway.
Phone 9/19	Support the bridge. 101 and Fair Oaks are very dangerous for bicyclists and walkers. This bridge would significantly increase their safety and access.
Email 9/19	Support for the bridge. , I just wanted to say I am a hearty supporter of the overcrossing idea, and the locations look good. My only request is that there is a safe way to enter and exit on Borregas to make the foot, auto, and bike traffic coexist nicely.
Email 9/19	Supports the bridge. It will improve Sunnyvale residents quality of life. Help commuters, and kids going to school as well.
Email 9/20	Support the bridges Just make sure that the designs do not include too many silly restrictors that make it difficult for long recumbent bicycles or trailers to get through.
Email 9/20	I am writing to show my support for this project to help make Borregas a continuous safe bicycle route from Maude to Caribbean.
Email 9/19	Support for the bridges. Resident of the area. Uses the bicycle for transportation. The need for a route where those of us using alternative transport, bicycles, wheelchairs, and our feet, can pass safely in and out of this virtual island without risking our lives. We are committed to the neighborhood; we just spent a good deal of money to renovate and remodel our residence, and plan to spend a number of years here. We would be happy if the city could make the experience safer and more enjoyable by adding these transportation options.
Email 9/20	Support for the bridges. These bridges would allow me to NOT drive my car to work, and improve my cardiovascular fitness.
Email 9/20	Support for the bridges. I'm very much in favor of both the Borregas bridges (bike/ped overpasses)- these links will form a continuous path connecting the residential areas of Sunnyvale to the primary employment centers, providing safe and efficient crossing of enormous barriers which now exist. Sunnyvale needs to step into the 21st century with smart planning and this project is one big leap in that direction.
Email 9/21	Support for the bridges

Email 9/21	Support for the bridges. These bridges are a major improvement in ped & bicycle safety.
Email 9/21	Support for the bridges. A crossing over 101 and 237 will provide bicyclists a practicable route in this area and this will be an enormous improvement for bicyclists traveling to and from the major employment centers in Moffett Park. If the City of Sunnyvale wants to increase bicycle commuting, projects like this are extremely important.
Email 9/21	Support for the bridges. It is very important to make cycling safer whenever and wherever possible.
Email 9/21	Support for the bridges. I think these bike/ped bridges are an excellent idea to connect the various Sunnyvale neighborhoods that are effectively islands to bicyclists and pedestrians. We need to put infrastructure in place that allow people who need to get to and from these neighborhoods to get about their lives without depending on a motor vehicle.
Email 9/21	Support for the bridges. I bicycle commuted to Lockheed for 30 years and had two injury accidents at the Mathilda-101 interchange before I got the message that it is a high risk area. Borregas bridges will provide a major improvement.
Email 9/22	Support for the bridges.
Email 9/23	Support for the bridges. As an avid cyclist, it would make it much safer for me to ride to work (at Juniper Networks) if the Borregas bridges existed. I currently ride on Fair Oaks and the competition for road space with the cars is very dangerous (especially at the 101 and 237 intersections). When these bridges are built, I'll likely ride my bike more often to work. Thanks for considering the construction of these bridges and I look forward to your ratification of the proposal.
Email 9/23	Support for the bridges. The placement of these bridges is excellent for my commute to and from Yahoo!
Email 9/23	Question regarding how the interface between the roadway and the bridge will work and how bicyclists and pedestrians will enter the bridge.
Email 9/24	Support for the bridges. These bridges would greatly improve the safety of my bike ride to the Parkinson's Institute on Morse Ave. Not having seen the structural designs, my only question is whether the ramps need to be as long as they show on the maps.
Email 9/26	Support for the bridges. Link the neighborhoods. Improve commute safety.
Email 9/27	Support for the bridges. This will make it safer for cyclists to cross 101 and will remove a barrier for bicyclists. Please clearly mark the through route so cyclists and pedestrians can find it from major arterials.

Email 9/26	Support for the bridges.
Email 9/27	Support for the bridges. They will create a safe connection to the bay trail.
Email 10/03	Support for the bridges.
Phone 10/06	Support for the bridges. Works at WPCP and would love to bike to work but finds it too dangerous. These bridges would increase the safety.

BORREGAS AVENUE BICYCLE/PEDESTRIAN BRIDGES

Summary of Community Input Meeting #2 November 15, 2005

A second Community Input Meeting was hosted by the City of Sunnyvale on November 15, 2005 from 7:00 p.m. to 9:00 p.m. The meeting was held at Columbia Middle School, 739 Morse Avenue, Sunnyvale.

Notices of the Meeting were posted on the City of Sunnyvale home page. Notices were also mailed to residents adjacent to the project and emailed to neighborhood associations, bicycle organizations and other community groups. The meeting notification also appeared in the SNAIL newsletter. Approximately fifty-five (55) members of the community attended the Community Input Meeting.

Agenda Items Covered

The meeting was conducted in accordance with the agenda attached to this Summary as Appendix 1. Eileen Goodwin, Apex Strategies, acted as the moderator of the meeting.

Ms. Goodwin first reviewed the meeting format. Ms. Goodwin noted that the purpose of the meeting was to obtain input from the community regarding design issues regarding the proposed pedestrian/bicycle bridges and there would be no final decisions reached.

Ms. Goodwin then introduced Jack Witthaus, of the City of Sunnyvale, who reviewed the project's benefits to the community and outlined the next steps in the process. The most significant next step he noted was that an Environmental document will be considered by the City Council in April 2006. There will be opportunity for additional public comment in the process of circulating the document and before the City Council.

Ms. Goodwin then reviewed the comments made by members of the community at the September 28, 2005 Community Input Meeting in order to confirm the issues and concerns raised in that meeting.

Jack Witthaus then provided an overview of the proposed bridge design. He explained the proposed locations of the bridge structures and their impacts on local streets. He showed the relationship of the bridge to the surrounding streets. He discussed existing traffic patterns and parking and how those would be affected by the proposed bridges as well as proposed solutions, specifically that a three-way stop sign and ladder crosswalk would be installed at the intersection of Borregas/Ahwanee as part of the project.

BORREGAS AVENUE BICYCLE/PEDESTRIAN BRIDGES

Ms. Goodwin then moderated public input on the bridge design issues and the traffic and parking impacts. Those comments are set out below under the heading “Bridge Design, Location and Impacts on Local Streets.”

Michael Fitzpatrick, an architect with HDR, was introduced. He presented potential landscape and aesthetic treatment options that might be employed to address potential privacy concerns of adjacent neighbors, as well as to improve the aesthetic appearance of the proposed structures.

Public input was then gathered from meeting attendees on the aesthetic and landscape issues. Those comments are set out below under the heading “Aesthetic Issues and Potential Screening.”

In addition to oral comments, written comments were solicited from community members attending the meeting. Where those comments fell under the headings set out below, they have been incorporated under them. General comments, both written and oral, that did not specifically address either Bridge Design, Location and Impacts on Local Streets or Aesthetic Issues and Potential Screening are set out below under the heading “General Comments.”

The meeting was adjourned at 9 p.m.

Public Comments

Bridge Design, Location and Impacts on Local Streets

Comment/Question	Response/Answer
What is the height of the structure?	At their highest point, the bridges will be 18' 3" at the bottom of the structure, 21' high at the surface where people will walk or ride.

BORREGAS AVENUE BICYCLE/PEDESTRIAN BRIDGES

Comment/Question

Response/Answer

Would you consider a diverter/physical limitation device?

In order to accommodate emergency vehicles, the City has a policy against utilizing physical limitations on collector and arterial roadways. In addition to a three-way stop, the City could consider in the future, a lighted crosswalk. They work well with high pedestrian volume. Walkers would push a button for the crosswalk to light up. This would not be put in immediately, only if, after experience, it is determined to be warranted. It is hoped that signing, striping and a 3-way stop control should be sufficient.

The parking situation on Alturas Avenue is bad.

City staff will recommend the institution of a residential permit parking system as part of this project.

Use permit parking. This work, as well as enforcement.

Comment noted.

On Borregas Avenue, there is not enough parking. Everyone has lots of cars; additional parking is needed

Comment noted.

Why doesn't the ramp go the other way?

Freeway signage and high voltage lines in the area mandate the direction of the design.

Explain the residential permit. School bus parks on the local street a lot.

Permit parking will be a first for the City. City council will have to approve the concept, and then staff will work out the details of the program. The city will conduct additional detailed parking studies as well.

When studying parking demands, will you look at storage of vehicles as criteria?

That would be very subjective and difficult to determine.

BORREGAS AVENUE BICYCLE/PEDESTRIAN BRIDGES

Comment/Question	Response/Answer
Do we have to wait for stop signs?	The stop signs will be installed as part of the project.
Has making Ahwanee Avenue one-way been considered in order to save parking?	Staff will consider that, but creating a one-way street could negatively impact neighboring streets.
Making Ahwanee Avenue one-way would impact side streets.	Comment noted.
On Sunnyvale Avenue there are lots of funerals, schools, the railroad tracts, etc which make it difficult to bicycle on.	Comment noted. Staff noted that there were space constraints on Sunnyvale Ave, but that compared to Mathilda Ave, it was a much more comfortable place to ride.
A triple stop sign at Borregas/Ahwanee is a good thing.	Comment noted. Staff will install a 3-way stop sign.
Was putting the bridge in the middle of Borregas considered and alternatives looked at?	Yes. A variety of options were considered and the alternatives discarded due to public input, driveway impacts and visual impacts. This design results in a bridge that meets the Caltrans standards (i.e. no 90° impacts, etc.).
Just became a two-car family and got a warning about parking on the street even though we were switching it out.	Comment noted.
I am for the project. Is it possible to create parking under the bridge?	No, there is not enough room due to the need for a crash barrier.
Drive down Borregas Avenue on your way home and look at the parking.	Comment noted.
What the gradient of the ramp?	It is ADA compliant, 1' in 12', on a forty-foot radius.
Will the ramp be encouraging high speeds for children on vehicles?	There will be a wider than standard area at the bottom of the ramp as a recovery zone.

BORREGAS AVENUE BICYCLE/PEDESTRIAN BRIDGES

Comment/Question	Response/Answer
What about drainage of the bridge? Sometimes puddles and moss can be a safety issue in the winter.	There will be drainage for the bridge structure.
How high are the side walls?	Eight (8) feet.
Some people are afraid of heights. Bridge railings should be solid in the lower part.	That is a good comment. We are looking at that for ADA reasons as well.
Will tandems and bike trailers be able to get through the entrances?	The structures will be made accessible to those vehicles.
Every morning there is a traffic jam. Plan for rumble strips to discourage skateboards?	We will look into that.
What has been shown looks good for pedestrians. Suggest that the structure be moved East for bikes so that the turn onto the bridge isn't so tight.	Comment noted.
Signage for this bridge should exist.	We will look into expanding signage plan.
The curves in the structure will encourage bike to bike collisions.	Structure will meet all safety design criteria.
Was an underpass considered?	Security concerns, costs and flooding risk made an overhead structure the preferred alternative.
The crash barrier looks typical. What is it protecting?	The end of the structure.
The Columbia parking lot situation is still not being enforced.	Call Code Enforcement. Staff will also alert Public Safety of the situation.

BORREGAS AVENUE BICYCLE/PEDESTRIAN BRIDGES

Comment/Question

Response/Answer

Can the bridge be made inaccessible to shopping carts but still allow bicycles and wheelchairs? We have a bad problem with shopping carts in the S.N.A.I.L neighborhood – we don't need more shopping carts here.

Comment noted.

Sun in the mornings definitely causes sunlight in the eyes, causing wrecks. How about a sun-shade? Three way stops would slow down traffic. Put a cage over the bridge. No spare parking on Borregas. Take parking away from the Sands Apartments. Add parking garages for them. Are the Sands Apartments going to be torn down and two story put in? Schools do not promote children riding bikes to school. Not a lot of signs before intersections. WE have a "bike route" sign on every corner.

Comments noted.

Aesthetic Issues and Potential Screening

Comment/Question

Response/Answer

Who will maintain the landscaping?

The City will take care of maintenance.

Our bedroom faces the wall. There are vines now. Please keep the vines.

There are screening alternatives that will be passed around for review.

One of the photos was of the backyard of an attendee.

Comment noted.

Are there pictures of the Orchard Park side? I am for the bridge but want pictures.

There are not pictures of the Highway 101 structure but there are some photos of the Highway 237 structure.

Has thought been given to wind and sound potential?

The light weight mesh would be less likely to create noise.

BORREGAS AVENUE BICYCLE/PEDESTRIAN BRIDGES

Comment/Question	Response/Answer
Prefer the mesh; Eight gauge, with 14 gauge horizontal.	We will look into that.
Dots block wind; good for bike riders.	Comment noted.
Why are people asking about the mesh? Let the designers choose.	The City is trying to have a community based design. You will live near it. Please drive around and look at other versions of screening.
I don't want people on bridges looking into my bedroom and yard.	Comment noted. The City will install screening as part of the project that will limit visibility from the bridges into nearby backyards.
Can the stop signs be lower so there is no sun in our eyes. What about printed material for kids? Creative exit and entrance needs to be thought through and safe. City should have bicycle education for kids and residents.	Comment noted. The City will provide for a safe landing and a safe intersection.
Need posting at bridge. There is concern about shopping carts and ramp needs to be posted. Concerned that this bridge could become a second skateboard park; it is a safety thing.	Comment noted. The city will install informational and regulatory signs.
The landing at the bottom looks prone to kids stunts. May be a need for more landscaping and bridge.	Comment noted. The City will provide for a safe landing and a safe intersection.
Borregas Avenue is a long, straight street. Finally got vines. Now you are eliminating them.	Landscaping could grow between the structure and the wall. The vines should be able to stay.
Consensus is to keep the vines.	Comment noted.
There are graffiti concerns. Make the material of the bridge and wall easy to clean. What are we going to do? Who is responsible?	The City is responsible. The City has a twenty-four hour policy on graffiti cleanup. A coating will be used to help the cleanup.

BORREGAS AVENUE BICYCLE/PEDESTRIAN BRIDGES

Comment/Question	Response/Answer
I am supportive. I think an open fence is a bigger deterrent for graffiti. As someone who rollerblades, I don't think the 5% grade is too steep.	Comment noted.
There is nothing here that will attract skateboarders; it is not that interesting.	Comment noted.
The apartments have a lot of smaller kids that would be tempted.	Comment noted.
Planter boxes are a good idea. They should be planted when the project is done.	Comment noted.
Formliner. People on bikes could be a theme. Needs to look good with sound wall and vines.	We'll look into it.
Green cladding is preferred.	Comment noted.
If you put a feature, swallow nesting habitat, put white wisteria on the bridge.	Comment noted.
My house is on Borregas, with a side on Ahwanee. I don't want people looking into my yard.	Comment noted. The City will install screening as part of the project that will limit visibility from the bridge into neighboring backyards.
River rock is preferred over bikes for formliner. That would be more neutral and more natural.	Comment noted.
Allow for future addition of small "art" themes on the bridge. Perhaps the bridge could be used to display art for about a month. This way the bridge could become a "destination."	Comment noted.
Still concerned that this will become Sunnyvale's next skateboard park. That will be very noisy.	Comment noted.

BORREGAS AVENUE BICYCLE/PEDESTRIAN BRIDGES

General Comments

Comment/Question	Response/Answer
Sunnyvale Bike Tour Map – really looking forward to the Borregas Bike Bridges.	Comment noted. The City is in the process of updating the Sunnyvale Bike Map
How much usage does the other bike bridge get?	There is no real data on that.
The other bridge goes nowhere and is not ADA accessible.	Comment noted.
This is a fantastic project. Currently employment is hard to get to, currently commute ten miles out of the way. The City should be complimented on this public input process.	Comment noted.
Access from Borregas to Morse on Ahwanee. How will bikes get to school; it is very narrow for bikes.	The City did a study in connection with its long-range plan for a bicycle network. Ahwanee is in the plan. It is difficult to address; had to eliminate street parking in other locations which is always a very difficult community question. It will be looked at as well as alternatives.
I live a couple of blocks away. I like the project.	Comment noted.
Strongly in favor of the project. Has there been feedback from 237 neighborhood?	The City has received comments from the some residents via phone and email correspondence. Business owners in MP are very supportive.
What will the bridge do to our real estate values?	Recent Sunnyvale studies conducted before and after the installation of the JWC greenbelt have shown that bicycle and pedestrian improvements do not decrease property values

BORREGAS AVENUE BICYCLE/PEDESTRIAN BRIDGES

Comment/Question	Response/Answer
On Bryant Street in Palo Alto, bike flow increased along there. It was more bikeable and desirable.	Comment noted.
Rumors have the Sands being replaced with a taller building.	There is no such project at this time; although it would be possible per the existing zoning.
Post the images that were circulated at the meeting on the website.	OK
Post "NO MOTORIZED VEHICLES" on the bridge.	OK
You are twenty years too late. I wish this was in when I rode my bike to Lockheed. I'm retired now.	Comment noted.
The benefits of this project will outweigh any possible problems be a very wide margin. Do what you can to address the concerns that have been raised, but above all build these bridges as quickly as possible.	Comment noted.
Sunnyvale has done well in the last few years. I view the Borregas Ave bike/ped. bridge as an example of good government. I am employed by Lockheed Martin Corporation and I often commute by bicycle to the Sunnyvale Campus where I work. Please proceed with this very good project.	Comment noted.